

Standard Operating Procedure 33

Responses to Rough and Difficult to Reach Terrain/AICUZ

- For safety reasons, incidents occurring in rough or difficult-to-reach areas will not be approached with the 2-wheel drive fire engines. Only the ARFF vehicle and the brush trucks may be used to respond to these areas

AICUZ incidents:

- Air Force studies have concluded that 75 percent of aircraft accidents occurred on or adjacent to the runway and in a corridor 3,000 feet wide, extending from the runway threshold along the extended runway centerline for a distance of 15,000 feet
- The following zones have been established based on expected crash patterns:
 - Clear Zone. This zone starts at the end of the runway and extends outward 3,000 feet. It has the highest accident potential of the three zones.
 - Aircraft Potential Zone I (APZ I). This zone extends from the clear zone an additional 5,000 feet.
 - APZ II. This zone extends from APZ I an additional 7,000 feet.
- Response to aircraft incidents in the AICUZ:
 - First Alarm – ARFF vehicle, Engine, SFO and support equipment as directed by the SFO. All remaining vehicles and crews standby
 - Second Alarm - all remaining vehicles and crews as directed by the SFO
 - The SFO will direct the 911 center operator to initiate a recall of all military firefighters, if additional manpower is needed
 - The SFO is in command of the crash site during all fire suppression and rescue operations
 - During firefighting operations, care will be taken to ensure that wreckage is preserved in an “as found condition” insofar as possible without compromising firefighting and rescue efforts
 - A firefighting vehicle and crew will be provided during crash recovery operations